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INFORMATION REPORT

CD NO.

COUNTRY USSR (Uzbek SSR)

SUBJECT City of Kokand

25X1A2g

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PLACE 25X1A6a

ACQUIRED

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SUPPLEMENT TO
REPORT NO.

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1. Two kilometers south of Kokand is located a factory known as the Mechanical Tractor Factory.

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The factory produces only small tractors which are used by five or six villages in the vicinity of Kokand. The M.T.Z. is the only tractor factory in Kokand. [redacted] never heard of a Y.T.B. or Y.T.B. 2 factory and says that it does not exist.

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2. The textile factory Akhubabiev No. 9, which produces ready-made clothing, is located on the main street of the city. It employs about 150-200 workmen who use Singer sewing machines. The clothing, manufactured from cotton and wool cloth, is sold in the city market. The cloth is brought to the factory from other cities by rail, and the factory is engaged in tailoring only.

3. The entire road from Kokand to Tashkent is unpaved except for a stretch of two kilometers after it leaves Kokand and 4-5 kilometers before it reaches Tashkent. The first stretch of two kilometers is surfaced with gravel, and the second stretch of 4-5 kilometers is paved with asphalt. The road is wide enough everywhere for two-lane traffic, and in many places is even wider, as it passes through uncultivated stretches. The surface of the road in many places is in poor condition, and on rainy days during the winter it is barely passable. The earth is clayey, and the road is ordinarily used only during the dry season or when it is frozen during the winter. The road parallels the railroad track except through the steppe. There are small villages here and there along the road. It takes 36 hours to drive in an automobile from Kokand to Tashkent.

CLASSIFICATION ~~SECRET~~/CONTROL-US OFFICIALS ONLY

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	<input checked="" type="checkbox"/> DISTRIBUTION								
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NO CHANGE in Class. ☐

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Class. CHANGED TO: TS S (C)

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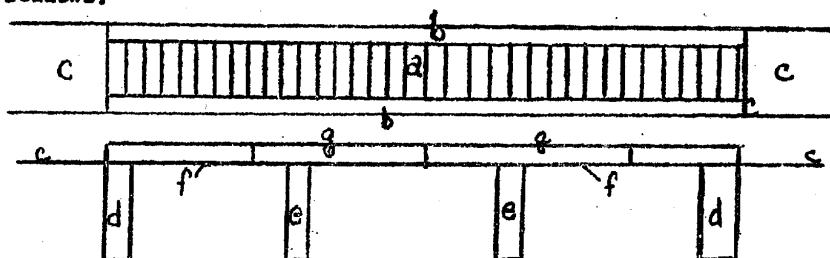
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4. The road from Kokand to Fergana is wide enough for two-lane traffic. From Kokand for a distance of 15 kilometers the road is surfaced with gravel. The rest of the road is unpaved. There are a number of small wooden bridges on this road where it crosses small streams. The road is well maintained because the communities along it are compelled to work on it. It can be used even during the wet winter months.
5. The total length of the road from Kokand to Namangan (to the northwest) is 100-110 kilometers. This road can be divided into two sections:
- From Kokand to the Pap Bridge. This is 50 kilometers. This road follows the line of an old railroad track whose ties have been removed. About 10 kilometers from Kokand, where the railroad line curves, is the crossing for automobiles.
 - Section from Pap Bridge to Namangan. This has a total length of 50-60 kilometers. The surface of the road is unpaved but is passable even during the winter months.
 - Pap Bridge. This bridge crosses the river Syr Darya. It took its name from a village which is located 1-2 kilometers north of the bridge, on the right bank of the river. A top and side view of the bridge are shown below. The parts of the bridge are as follows:



- Surface of the bridge which is supported on steel beams and is made of tree trunks laid obliquely.
- A plank sidewalk on either side of the bridge.
- Surface of the road.
- Concrete abutments.
- Piers made of stone and concrete. Informant does not remember the number of these piers.
- Steel beam frame of the bridge.
- Plank railings.

The total length of this bridge is 300-500 meters. It is wide enough only for one-lane traffic. The height of the bridge above the surface of the water is 10-12 meters.

6. In Kokand there is the headquarters of a state oil enterprise called Kalineft Trest T.M.K. The central offices of this company are located on Sovetskaya St. Within the area of the courtyard of this central office there is a small building housing workmen employed in the different parts and services of T.M.K. Informant does not know the total number of employees of T.M.K.
7. The factory Kalineft T.M.K. in May 1947 began construction of a new division located at the eastern edge of Kokand. This new unit consisted of offices, warehouses, a garage, and a machine shop. Informant worked on the construction of this division during 1947 and 1948.

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8. The explanation of the attached sketch map is as follows: [REDACTED]

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No. 1 is the square in front of the Kokand railroad station. .

No. 2 is the city railroad station.

No. 3 is a one-story building which will be used as a machine shop. The building is about 30 meters long by 8 meters wide by 4 meters high.

No. 4 is a one-story building. Its form and arrangement are such that it is probably to be a machine shop.

No. 5 is a newly constructed building 30-40 m. long, 10-12 m. wide, and 4 m. high. The wall is of stone 0.50 m. thick. [REDACTED]

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No. 6 is a new building completed at the beginning of 1947. It is to be used as a garage. It is 20-22 meters long by 6-7 meters wide and 4 meters high. The walls are constructed of cinder blocks, each of which measures 0.50 m. by 0.25 m. 0.25 m.

No. 7 is a new building completed in 1947. It will be used as a warehouse. It is 60 m. long by 12 m. wide by 4 m. high.

No. 8 is a concrete water tower, 35-40 m. high. It is not supported on columns, but is built right on the ground. [REDACTED] does not know what its interior design is nor its capacity. The upper part of the tower for a distance of four meters down from the top is covered with wood sheathing. [REDACTED] says that this water tower is used chiefly to provide water for the city railroad station and for the locomotives. The water is distributed through underground pipes. The tower lies at a turn in the road and is surrounded by a wall 2.5 meters high. Within the area surrounded by the wall there are, besides the water tower, the following buildings: a group of three small houses (no. 9) used as dwellings by workmen; an engine room (no. 9) where there is a pump raising water from an artesian well into the water tower. [REDACTED] says that this pump works all day, but he does not know the type or its horsepower.

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No. 9 - as noted above.

No. 10 is a small building constructed in October 1947. It measures 3 m. by 3 m. by 4 m. It will be used as a control point for entering employees who work within area no. 20.

No. 11 is a building whose construction was started in April 1948. It will be used for offices. It will consist of three rooms. It is 30 meters long by 15 meters wide by 4 meters high. By August 1948, the foundations had been completed and the construction of the walls had been started.

No. 12 is a building which will be used as a warehouse. It is about 20 meters long, 4 meters wide, and 4 meters high. The construction is of brick, and the walls are 0.50 m. thick. By August 1948, this building was half completed and, according to informant, should be finished by now.

No. 13 is a one-story building completed at the end of 1947. It is 20 meters long by 8 meters wide by 4 meters high. It consists of one room and has an entrance on the west side and windows in the east side. [REDACTED] does not know the purpose of this building.

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No. 14 indicates three enormous tanks for oil and gasoline. The two western tanks hold gasoline, but [REDACTED] is not sure what the third tank holds. The two gasoline tanks are somewhat larger than the third tank. The gasoline tanks are about 20 m. high and about 20 m. in diameter. These tanks are made of thick metal plates. They are painted a light blue color; in the summer they are sprinkled with water through a system of jets which play on each tank. The third tank is somewhat lower, but has the same diameter as the other two tanks. It is painted dark blue and has no cooling system. [REDACTED] does not know the origin of the gasoline, etc., which is stored in these tanks. [REDACTED] never observed automobiles or other means of transportation at these tanks. 25X1X6
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No. 15 indicates six tanks made of thick metal plates. [REDACTED] 25X1A6a
[REDACTED] there are not six but 10-12 tanks here.) They are set in a row above ground. The measurements of each are 4 m. by 2.5 m. by 2 m. They are set 1.5-2 m. apart. The upper part of each tank is a little curved. At the end of 1940, a brick wall was built around each of these tanks. These walls are a half brick thick and surround each of the tanks on all four sides. The tanks hold gasoline. Each of these tanks has a pipe at the bottom, and the cars belonging to the Trest Kalineft, draw gasoline from them. The tanks are guarded twenty-four hours a day by a civilian guard armed with a rifle. These tanks are supplied with gasoline from underground pipes, the outoffs for which are somewhere in area no. 21. [REDACTED]
25X1X6
- No. 16 is a small circular area where vehicles turn around. These vehicles are two-wheeled, horse-drawn carts, each capable of carrying one barrel. They go somewhere in area no. 21 and get petroleum or gasoline and then return. Most of these carts carry gasoline for the tractors of the kolkhoz in the vicinity of Kokand.
- 25X1X6
No. 17 is a place which was levelled and excavated in August 1948 in preparation for construction work. [REDACTED]
- No. 18 indicates entrances into the walled places no. 20 and no. 20'. Those places, as well as no. 20', are surrounded by a wall 2.5-3 meters high.
- 25X1X6
No. 19 is a place where, according to the plan of the engineering service of the Trest Kalineft, a large garage will be built. It will extend from building no. 6 to building no. 17. [REDACTED] 25X1X6
[REDACTED] does not know just how this garage will be constructed, but it was said that it would include piers in a row, as indicated on the sketch map. In the area of this garage there are a large number of mulberry trees and one or two privately owned huts, the owners of which will be compensated for yielding their property to the state. Last August, permission was sent from Moscow to cut the mulberry trees and to compensate the owners, so that work could begin on the construction of the garage (no. 19) and building no. 17.
- No. 20, no. 20', and no. 20" indicate walled areas.
- 25X1X6
No. 21 [REDACTED] In this place there are several small buildings used by the Kalineft Trest for offices, etc. Here also are the valves and cut-offs for the gasoline and oil.

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No. 22 is a small square called in Russian Zernovoi Sklad, which takes its name from the nearby flour mill. This square has at the back two gates no. 22" and no. 22', of which the first leads to the warehouse of the station (no. 24) and the second leads to the area of the flour mill (no. 27).

No. 23 is a small building which houses a service of the railroad station. This service follows the various shipments and railroad cars arriving in this region. The storage of grain awaiting shipment is checked at this point.

No. 24 is a large warehouse belonging to the railroad station.

No. 25 is a gasoline pump where all the trucks of the Kalineft Trest and all the other trucks belonging to the different state enterprises of the whole city of Kokand procure gasoline. Informant says that he did not see any other similar pump anywhere in Kokand. This pump supplies 35-40 Studebaker trucks, the property of the Ministry of Transport. Informant does not know how this pump works, but he says that it looks like the gasoline pumps in Athens. The gasoline station is constructed of concrete, and the gasoline is conveyed through a pipe. Only one car can be filled with gasoline at one time.

No. 26 indicates three grain elevators for the city and vicinity. The grain is ground in the flour mill (no. 27).

No. 27 is a flour mill which is powered with electricity. The mill was damaged at the end of 1947 by a fire which broke out after an explosion during the night. [REDACTED]

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No. 28 indicates two walls built long ago.

No. 29 is an unpaved road.

No. 30 is a small stream.

No. 31 is a small open market place.

No. 32 indicates three stores.

No. 33 indicates small houses.

No. 34 is a small settlement of local inhabitants.

No. 35 indicates a crossing gate.

No. 36 is Karl Marx Street.

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[REDACTED] when he was working on projects for Kalineft Trest (no. 20" and no. 20' on the attached sketch map explained in paragraph 3 above), he received 500 rubles per month. As a rule, the master workmen received from 400 to 600 rubles a month, and the unskilled laborers received from 200 to 300 rubles per month.

10. Attached is a sketch map of Kokand.

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